



1798

CAMBRIDGE PLANNING PROPOSALS

*A Report to the
Town and Country Planning Committee of the
Cambridgeshire County Council*

by

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and

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VOLUME 2 MAPS AND DRAWINGS

CAMBRIDGE
AT THE UNIVERSITY PRESS

1950

LIST OF MAPS AND DRAWINGS

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2. Growth of the Cambridge road pattern since 1830.
3. Existing main and secondary roads.
4. Past and present proposals for bypass roads.
5. West Cambridge proposals.
6. Road proposals (*folding map, see pocket*).
7. Chesterton bridge and approaches and details of Newmarket Road—East Road roundabout.
8. Railway station subway and forecourt.
9. Improvements to roundabout at Four Lamps.
10. Improvements at Mitcham's corner.
11. New railway bridges.
12. University buildings and the Central Area.
13. Spine relief road—northern portion : Histon Road corner to Jesus Lane.
14. Central Cambridge and the proposed improvements (*folding drawing, see pocket*).
15. New roundabout at Histon Road corner.
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18. Open deck car park—Guildhall Street.
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57. Summary of through traffic flows.
58. Summary of local traffic flows.



URBAN CAMBRIDGE, BOROUGH BOUNDARY AND BUILT-UP AREA

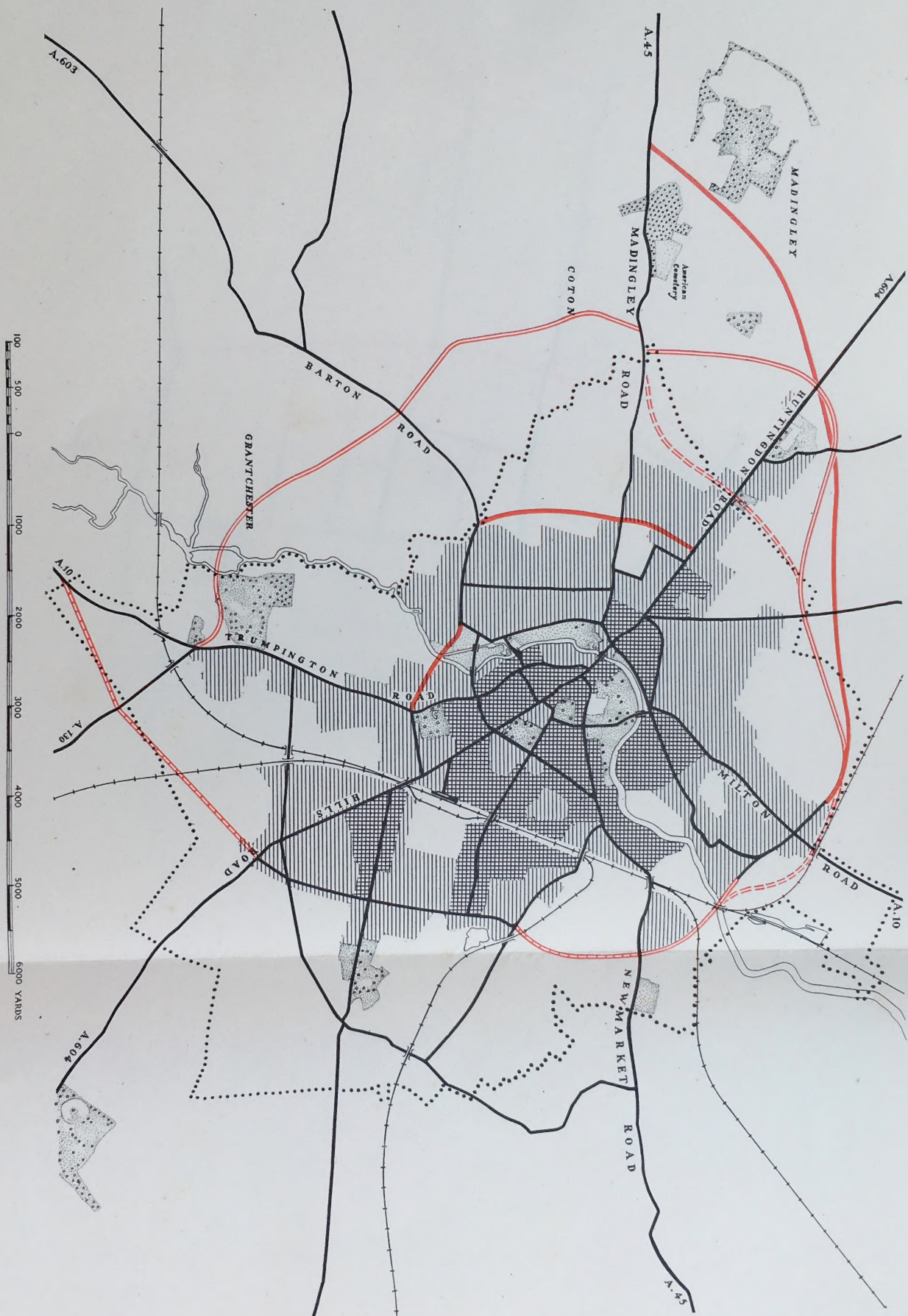


- | | |
|--|--------------------------------|
| — Pre-1830 urban roads | — Pre-1830 country roads |
| — Roads constructed 1830-1906 | — Roads constructed since 1906 |
| - - - Railway constructed mid-nineteenth century | |

GROWTH OF THE CAMBRIDGE ROAD PATTERN SINCE 1830



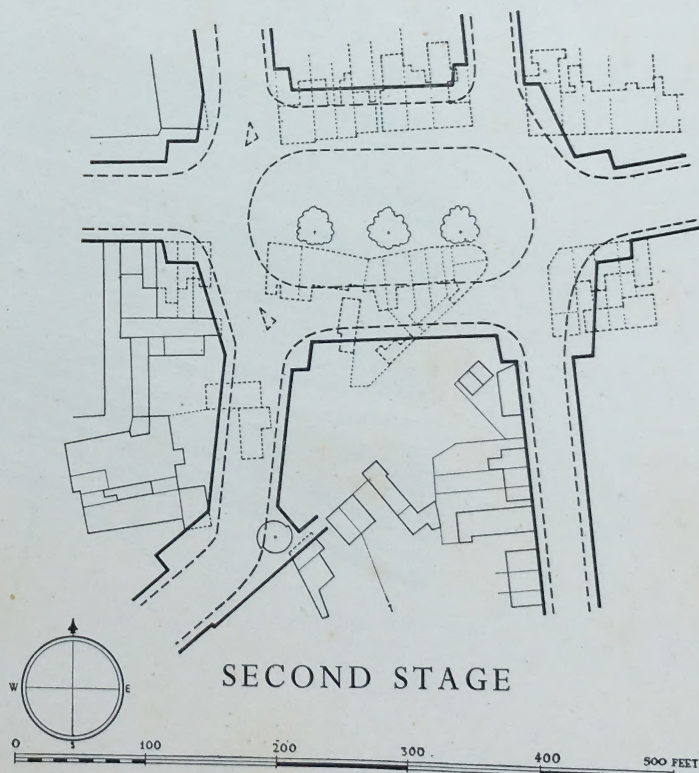
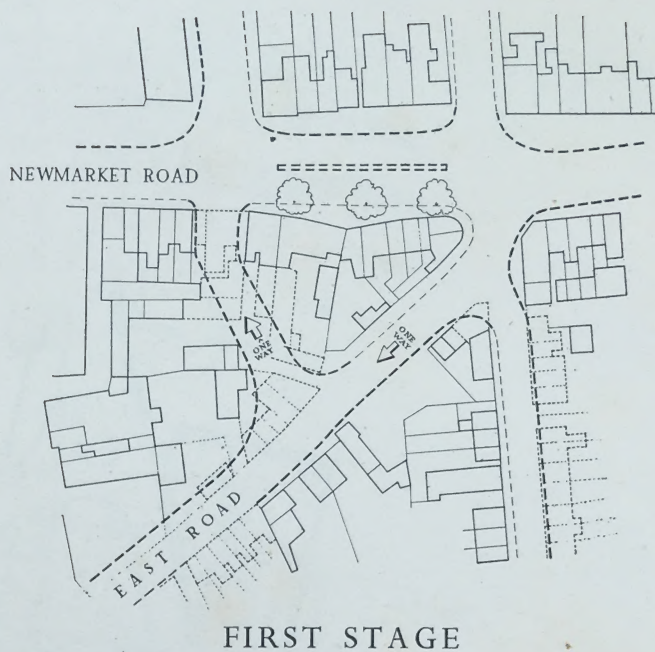
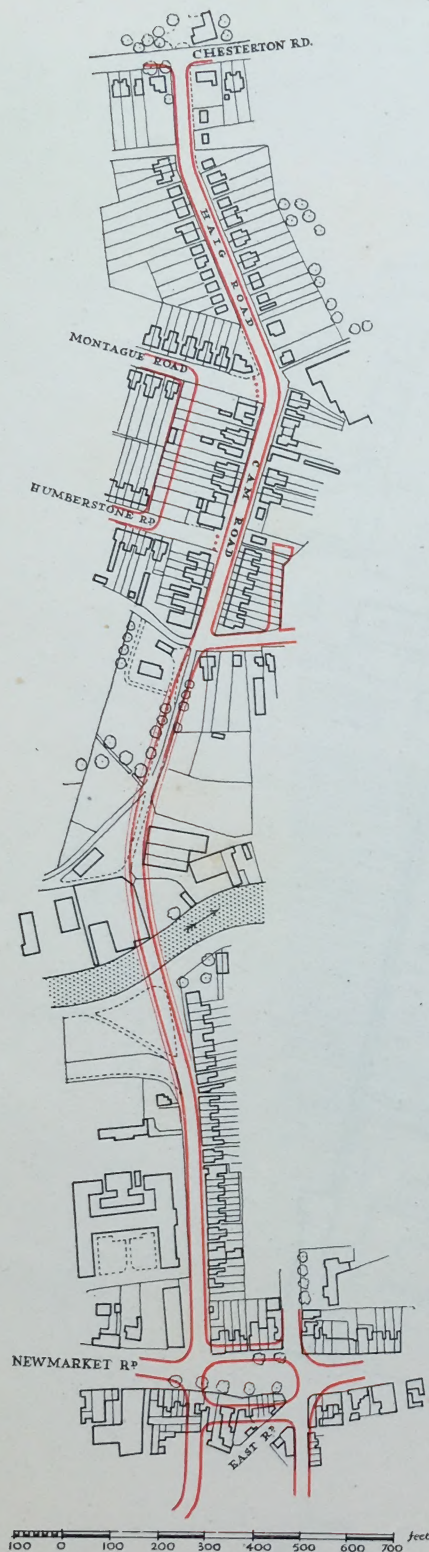
EXISTING MAIN AND SECONDARY ROADS





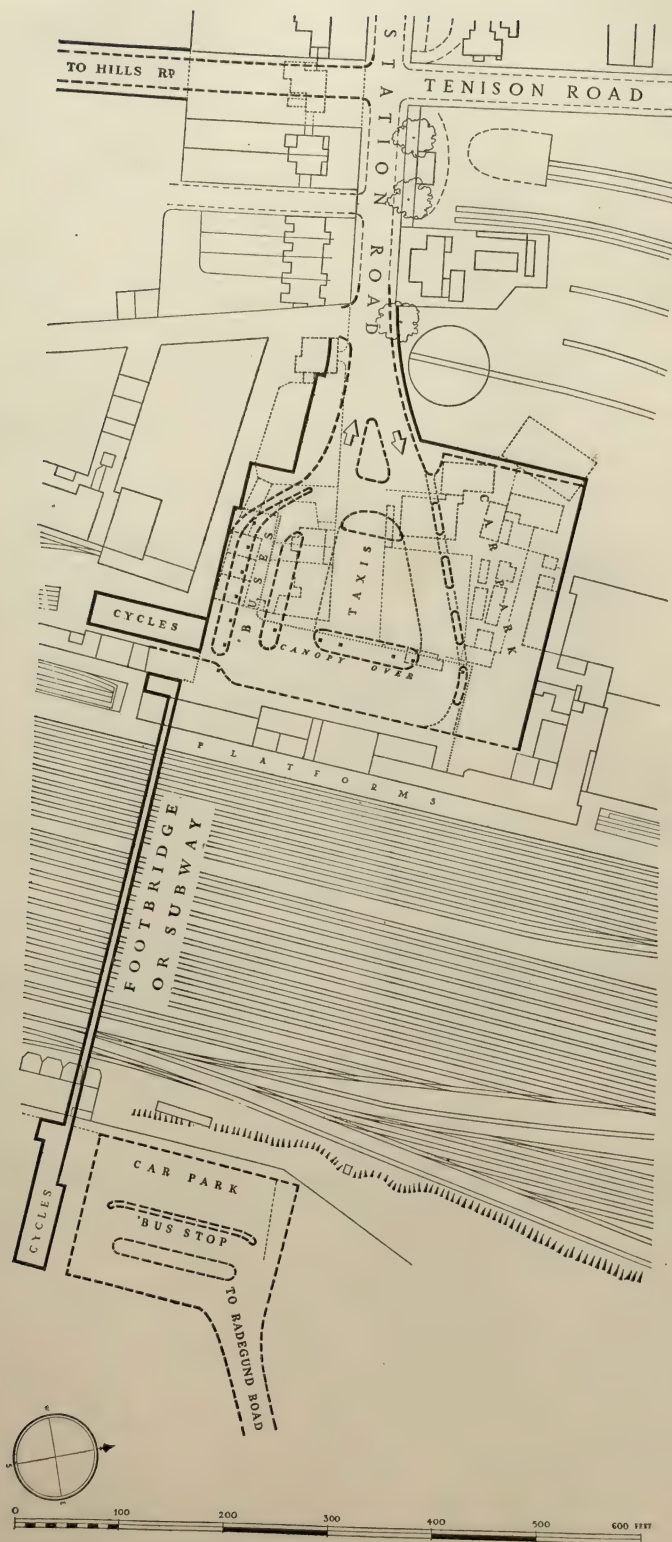
- 0 500 1000 2000 3000 4000 FEET
- New boundary road and future extension
 - Development roads
 - Improved pedestrian and cycle way

WEST CAMBRIDGE PROPOSALS



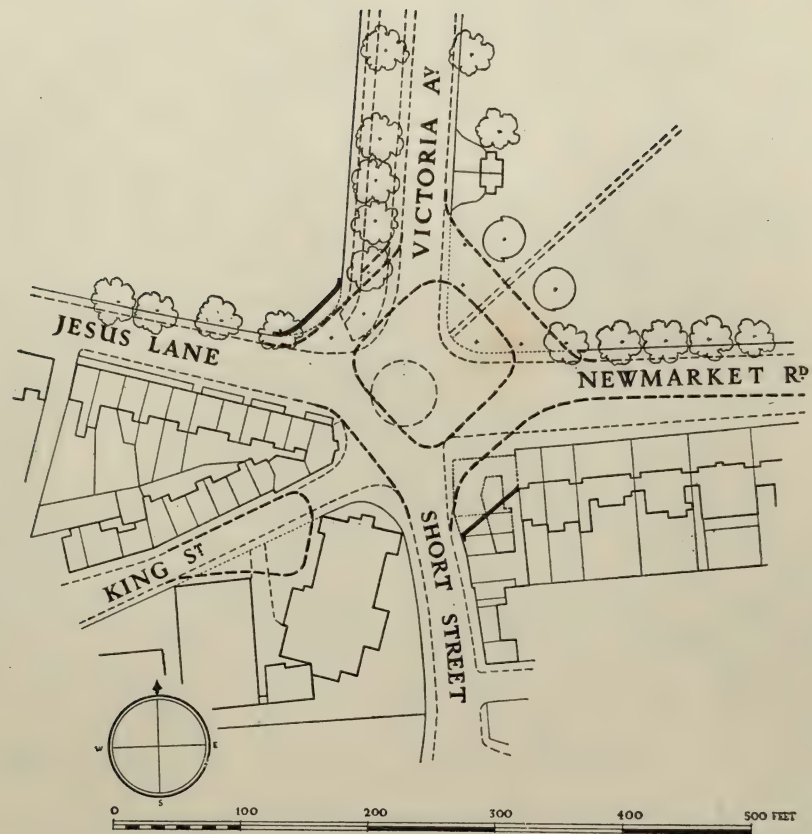
- | | |
|---|---------------------|
| — Existing buildings | Existing fences |
| --- Existing road line | Existing trees |
| Buildings and fences to be demolished | — New building line |
| --- New road lines | ○ New trees |




CHESTERTON BRIDGE AND APPROACHES, SHOWING DETAILS OF
NEWMARKET ROAD—EAST ROAD ROUNDABOUT



- | | |
|---|---------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| Buildings and fences to be demolished | |
| - - - New road lines | — New building line |

RAILWAY STATION FORECOURT



- | | |
|---|---|
| — Existing buildings |  Existing fences |
| - - - Existing road line |  Existing trees |
| Buildings and fences to be demolished | — New building line |
| - - - New road lines |  New trees |

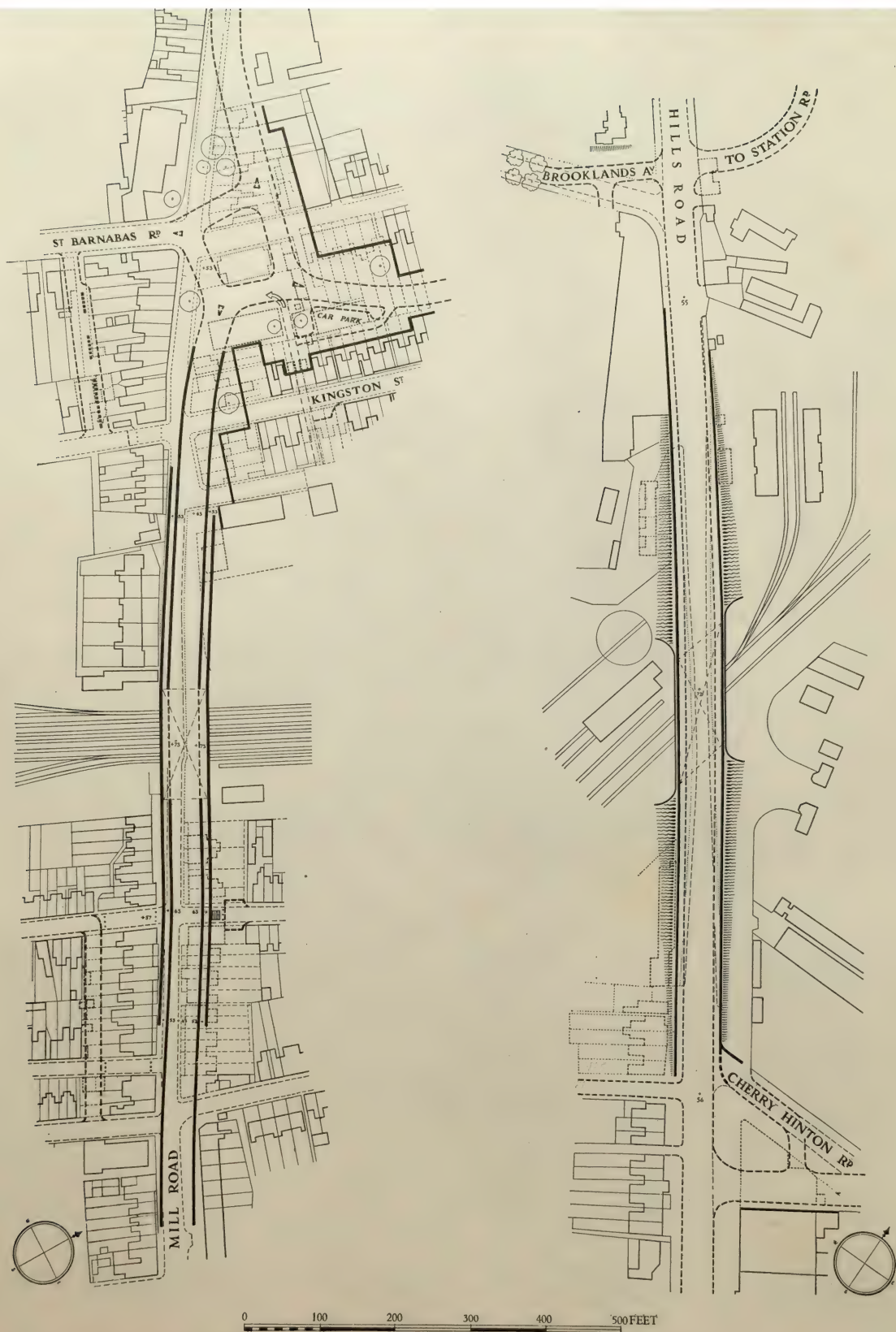
IMPROVEMENTS TO ROUNDABOUT AT FOUR LAMPS



0 100 200 300 400 500 600 700 800 FEET

- | | |
|---|---------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| Buildings and fences to be demolished | — New building line |
| - - - New road lines | New trees |

IMPROVEMENTS TO MITCHAM'S CORNER



MILL ROAD

HILLS ROAD

- | | |
|---|---------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| Buildings and fences to be demolished | |
| - . - . - New road lines | — New building line |
| ○ New trees | |

NEW RAILWAY BRIDGES



UNIVERSITY BUILDINGS AND THE CENTRAL AREA

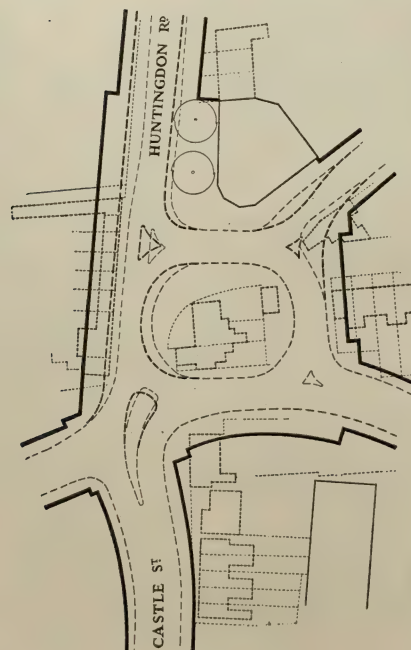
- Buildings wholly used by University, Colleges and subsidiary Colleges
- Modern buildings designed for joint College and commercial use



SPINE RELIEF ROAD—NORTHERN PORTION—
HISTON ROAD CORNER TO JESUS LANE



FIRST STAGE



SECOND STAGE



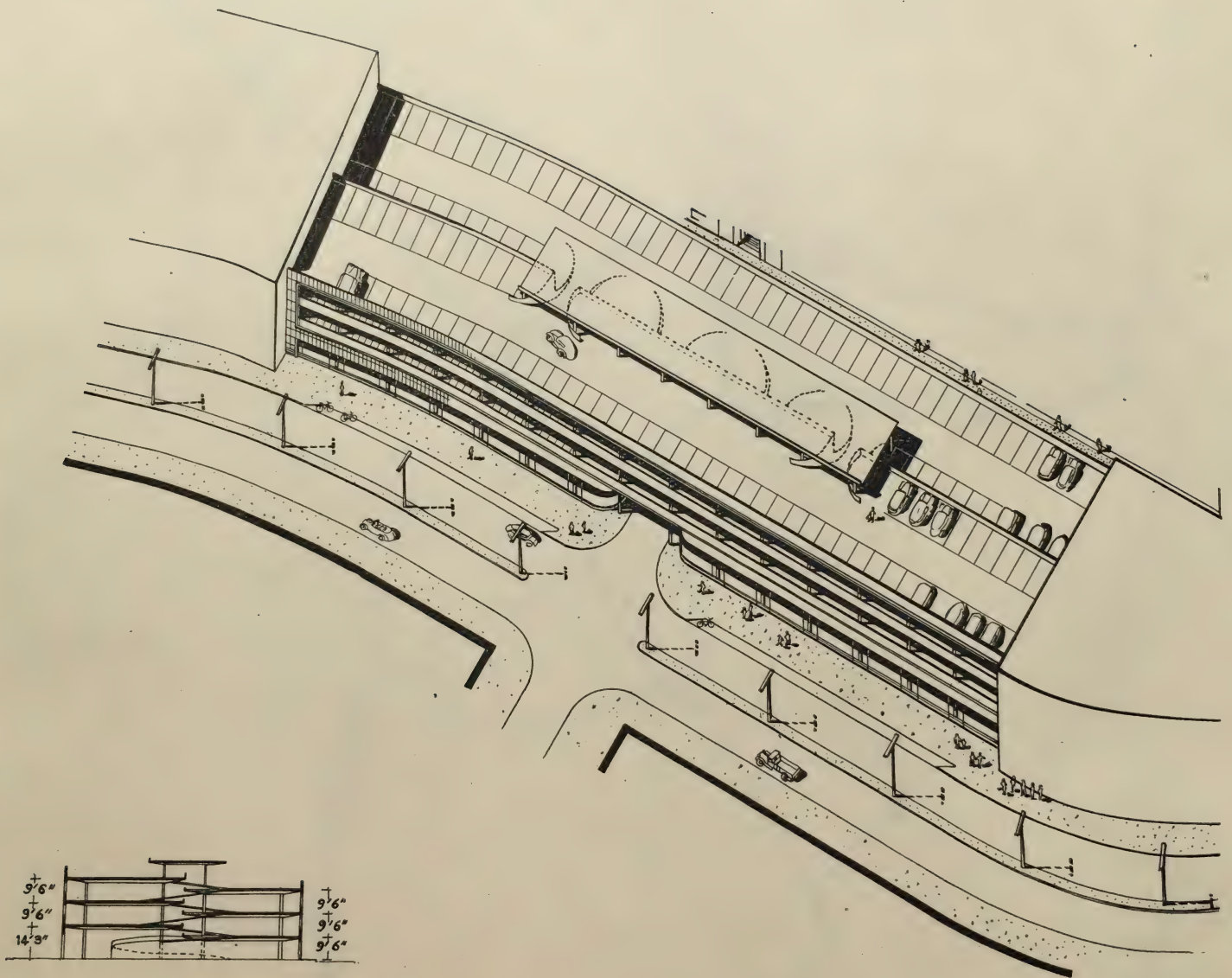
- | | |
|---|---------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| Buildings and fences to be demolished | |
| - - - New road lines | — New building line |
| ○ New trees | |

NEW ROUNDABOUT HISTON ROAD CORNER



CENTRAL AREA ROAD IMPROVEMENTS





OPEN-DECK CAR PARK: GUILDHALL STREET



CENTRAL AREA: EXISTING CIRCULATION



CENTRAL AREA: PROPOSED CIRCULATION



CENTRAL AREA: EXISTING CIRCULATION ADAPTED TO
NEW CENTRAL AREA ROAD PROPOSALS

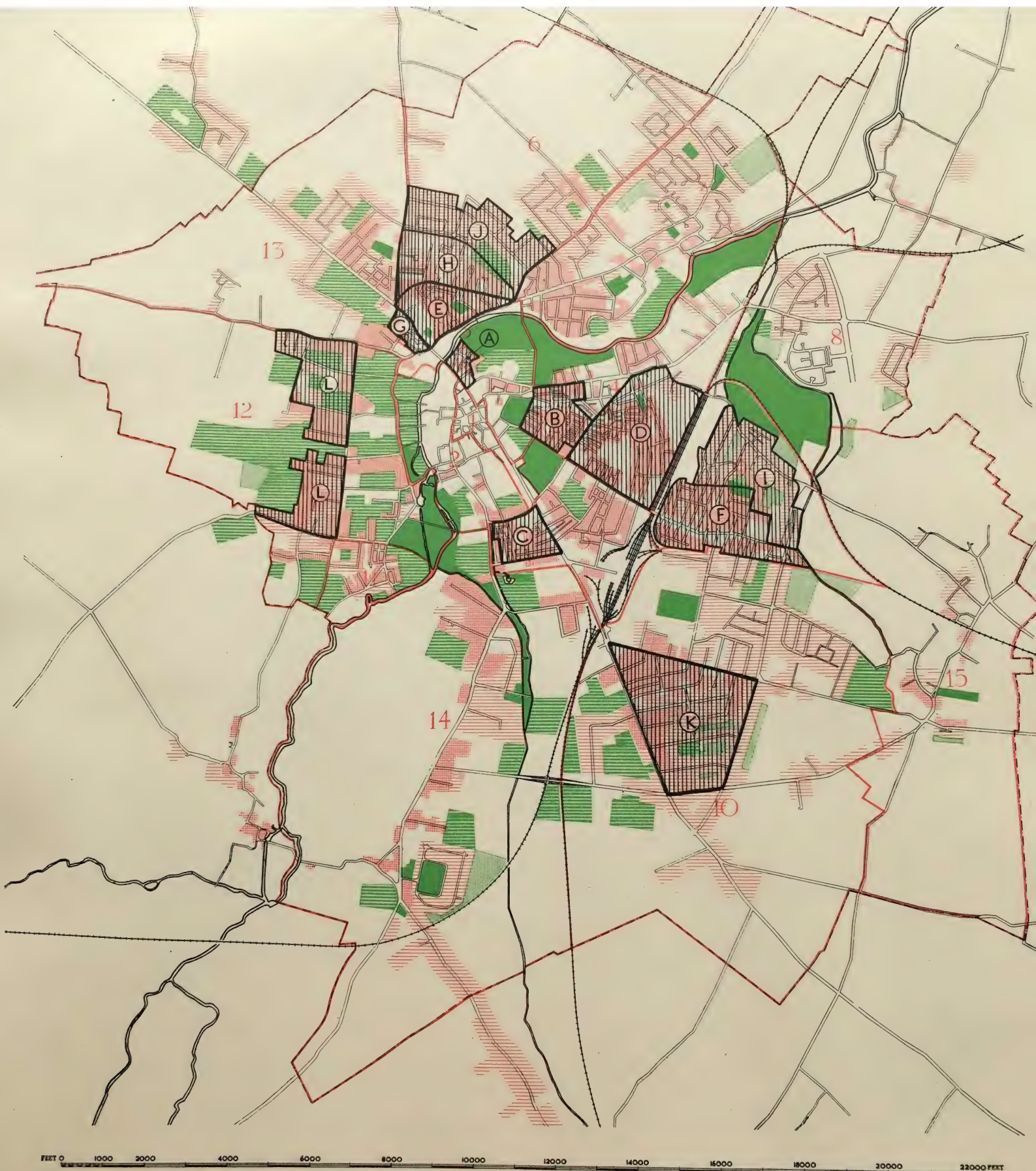


CENTRAL AREA: PROPOSED CIRCULATION AND IMPROVEMENTS
NEAR MARKET HILL

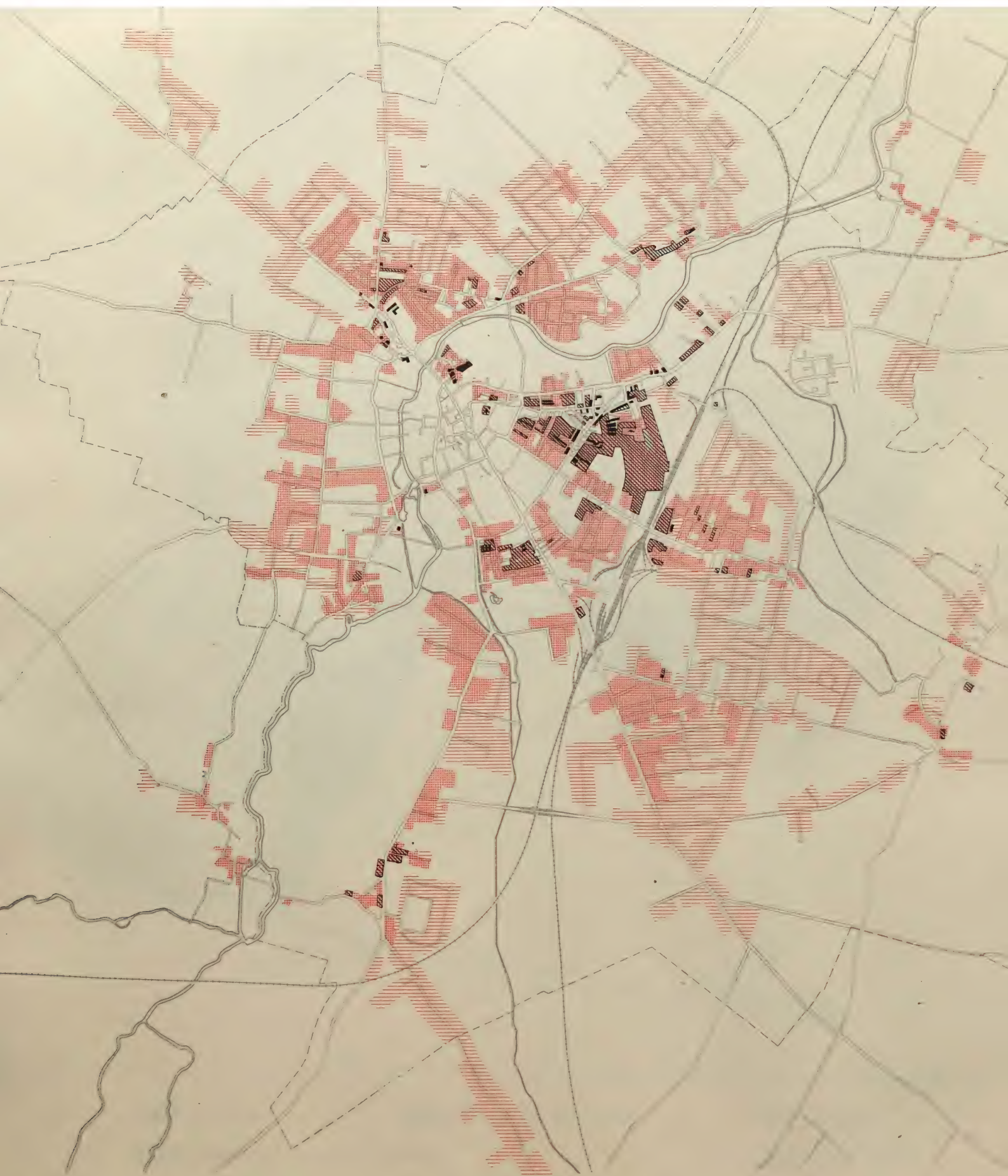


- Built-up areas
- Public open spaces, large private spaces and permanent allotments
- Main preservation areas and green wedges

URBAN CAMBRIDGE: BUILT-UP AREA, OPEN SPACES AND GREEN WEDGES



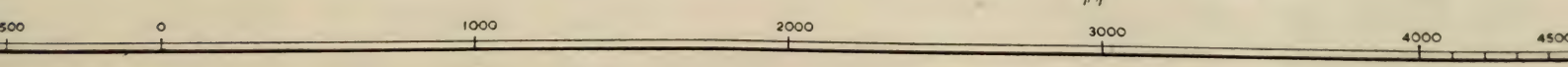
CAMBRIDGE BOROUGH
GROSS AND NET POPULATION DENSITY AREAS











Post 1919 housing
Pre 1919 housing

Third class housing areas
Fourth class housing areas

CONDITION OF DWELLINGS IN THE BOROUGH



- | | | |
|---|--|--|
|  Allotments |  Verges and open spaces |  Curtilages |
|  Schools and community buildings |  Existing housing |  Service industry |
|  Proposed housing |  Three-story flats | |

STUDY OF RESIDENTIAL LAYOUT NEAR QUEEN EDITH'S WAY

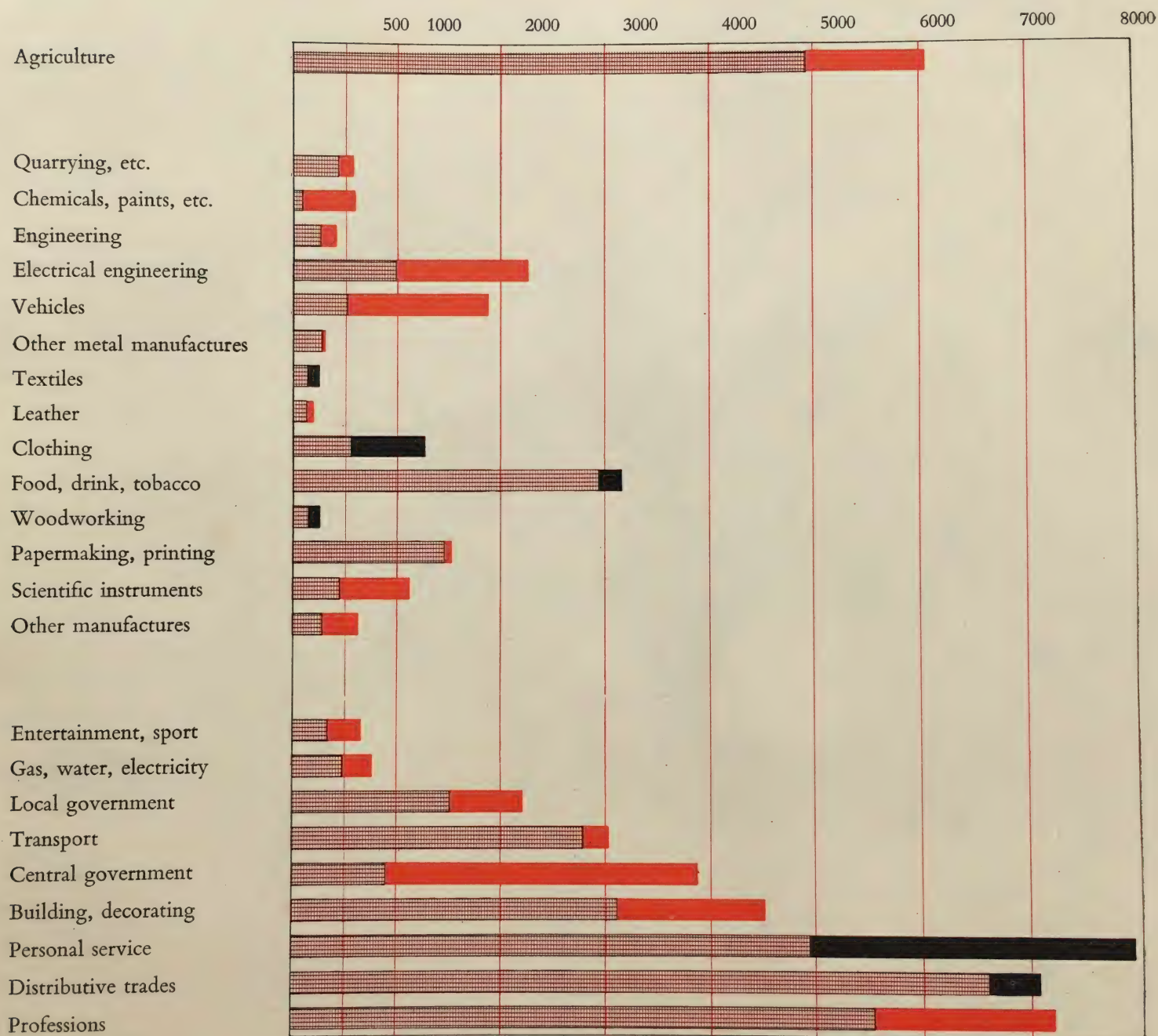


A POSSIBLE DEVELOPMENT PLAN FOR MILTON

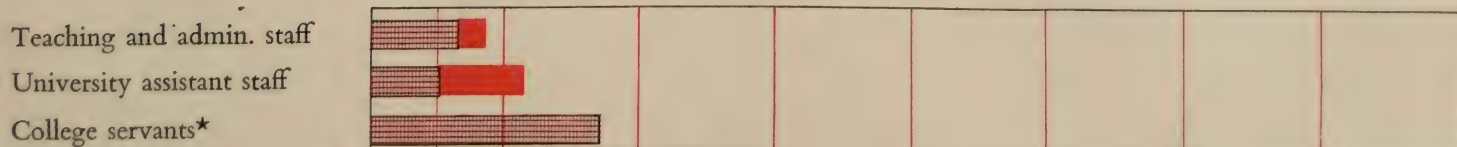
EMPLOYMENT IN AND AROUND CAMBRIDGE 1931-1948

FIGURES FOR 1931 ARE SHOWN BLACK AND FOR 1948 RED. THE SOLID COLOUR DENOTES THE AMOUNT OF INCREASE OR DECREASE

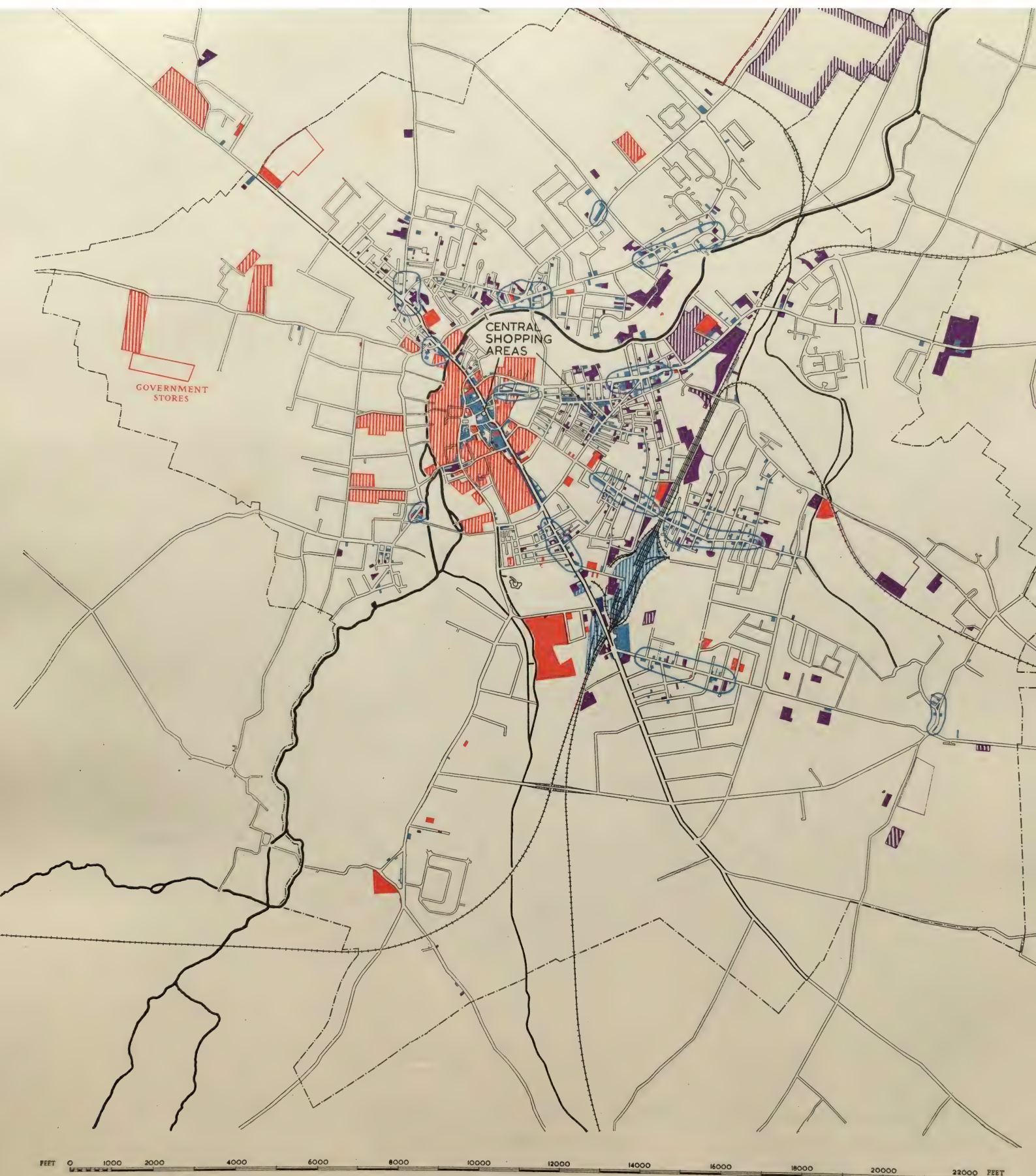
NUMBER OF PERSONS EMPLOYED










DETAIL OF UNIVERSITY AND COLLEGE EMPLOYMENT INCLUDED IN ABOVE TABLE



* The 1931 figures of college servants are not exactly known. Figures shown above are a rough approximation.



- | | | | | | |
|---|------------------------------|---|----------------------|---|------------------------|
|  | Shops and commerce |  | Shopping sub-centres |  | Industry and workshops |
|  | Transport |  | University |  | Public utilities |
|  | Central and local government | | | | |

PLACES OF EMPLOYMENT IN THE BOROUGH



FEET 0 1000 2000 4000 6000 8000 10000 12000 14000 16000 18000 20000 22000 FEET

Areas suitable for development

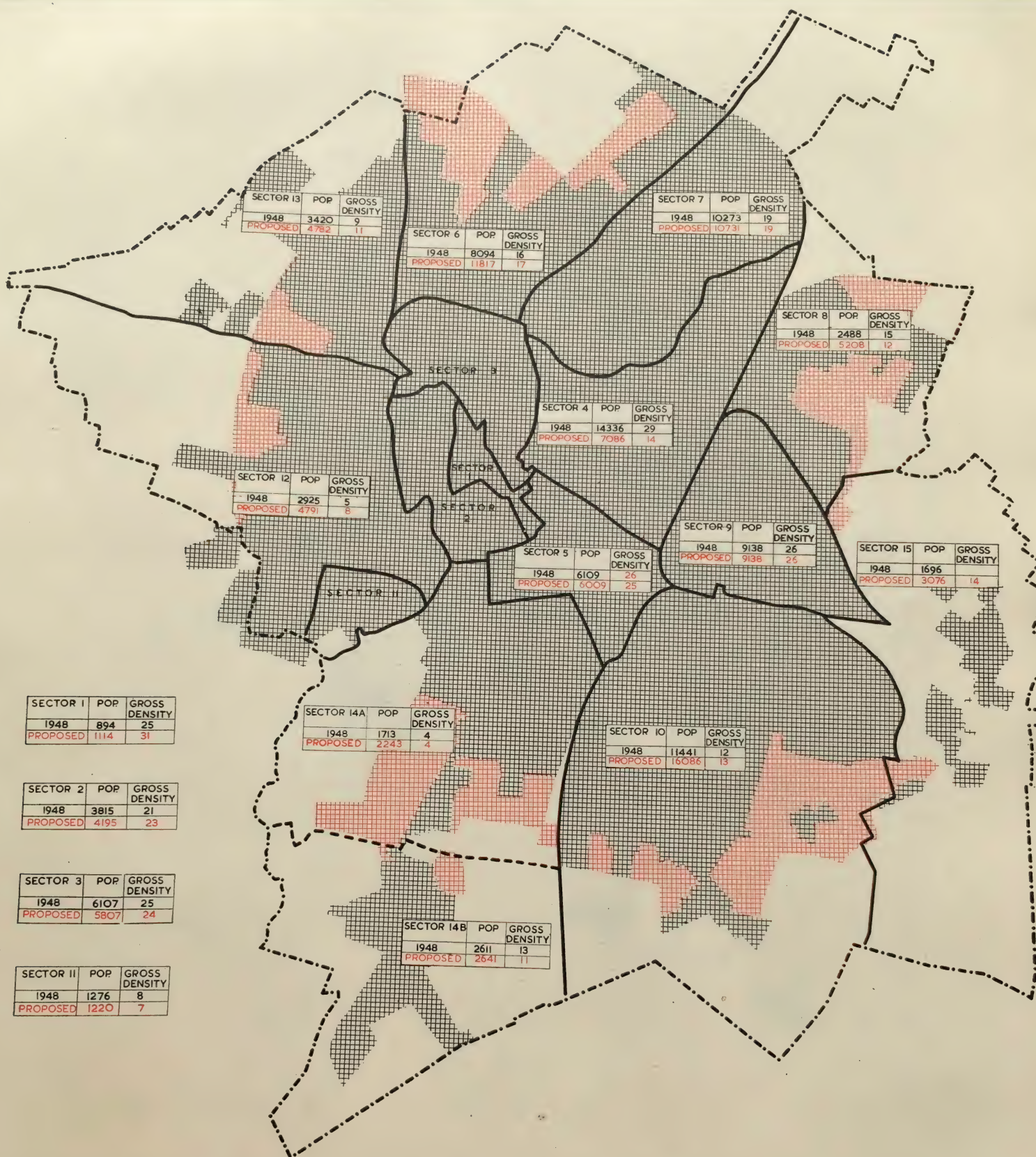
Areas bespoken for building development



Proposed road improvements and new roads

Provisional boundary for built-up areas

Note: Development to be in accordance with uses shown on the outline plan

LAND WITHIN THE PROVISIONAL BOUNDARY OF DEVELOPMENT
WHICH IS SUITABLE FOR BUILDING









 Developed land 1948
 Areas proposed for future development

For details of Density Figures, see Table 13

CAMBRIDGE BOROUGH FUTURE POPULATION DISTRIBUTION AND DENSITY



FEET 0 1000 2000 4000 6000 8000 10000 12000 14000 16000 FEET

- | | |
|---|--|
|  Departments mainly scientific, which may expand rapidly in terms of buildings |  Other departments, e.g. University Observatory |
|  Departments which seem less likely to expand rapidly including arts, administration, and the University Press |  Colleges (subsidiary Colleges shown hatched) |
|  University playing fields and bathing place |  College playing fields, Fellows' Gardens and other College land adjoining Queens' Road, and boathouses |

LAND AND BUILDINGS IN USE BY THE UNIVERSITY







1886



NOTES

1340 from sketch plan by Professor R. Willis,
M.A., F.R.S.

1592 from plan by John Hamond.

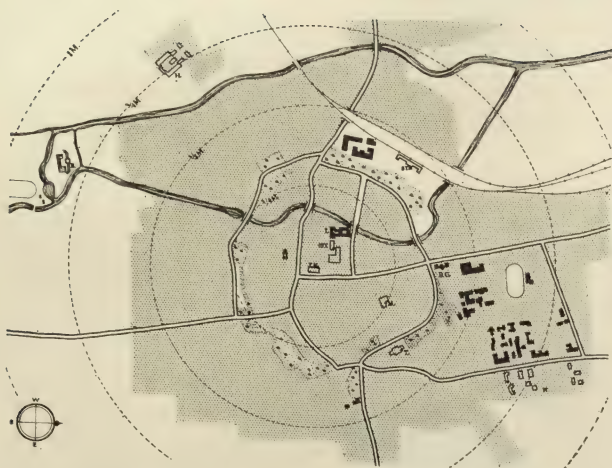
1798 from plan by William Custance.

1886 from Ordnance Survey Sheet 1888 Edition.

1948 from Ordnance Survey Sheet 1927 Edition
Revised.

Maps are based on *Old Plans of Cambridge*,
1574-1798, by J. Willis Clark and Arthur Gray,
and also on the Ordnance Survey Sheets.

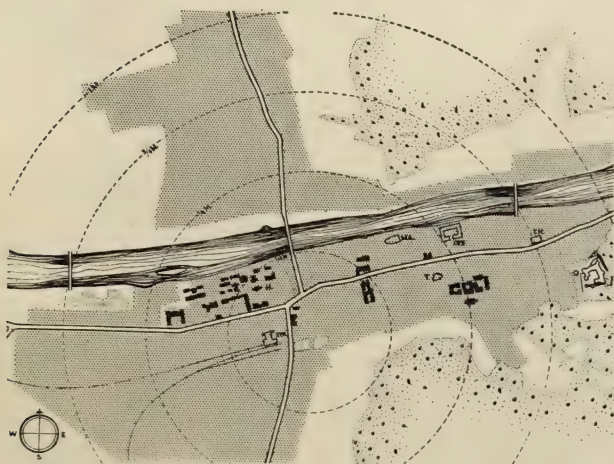
THE GROWTH OF THE CENTRAL AREA



GÖTTINGEN



LEIDEN



HEIDELBERG



HARVARD



OXFORD



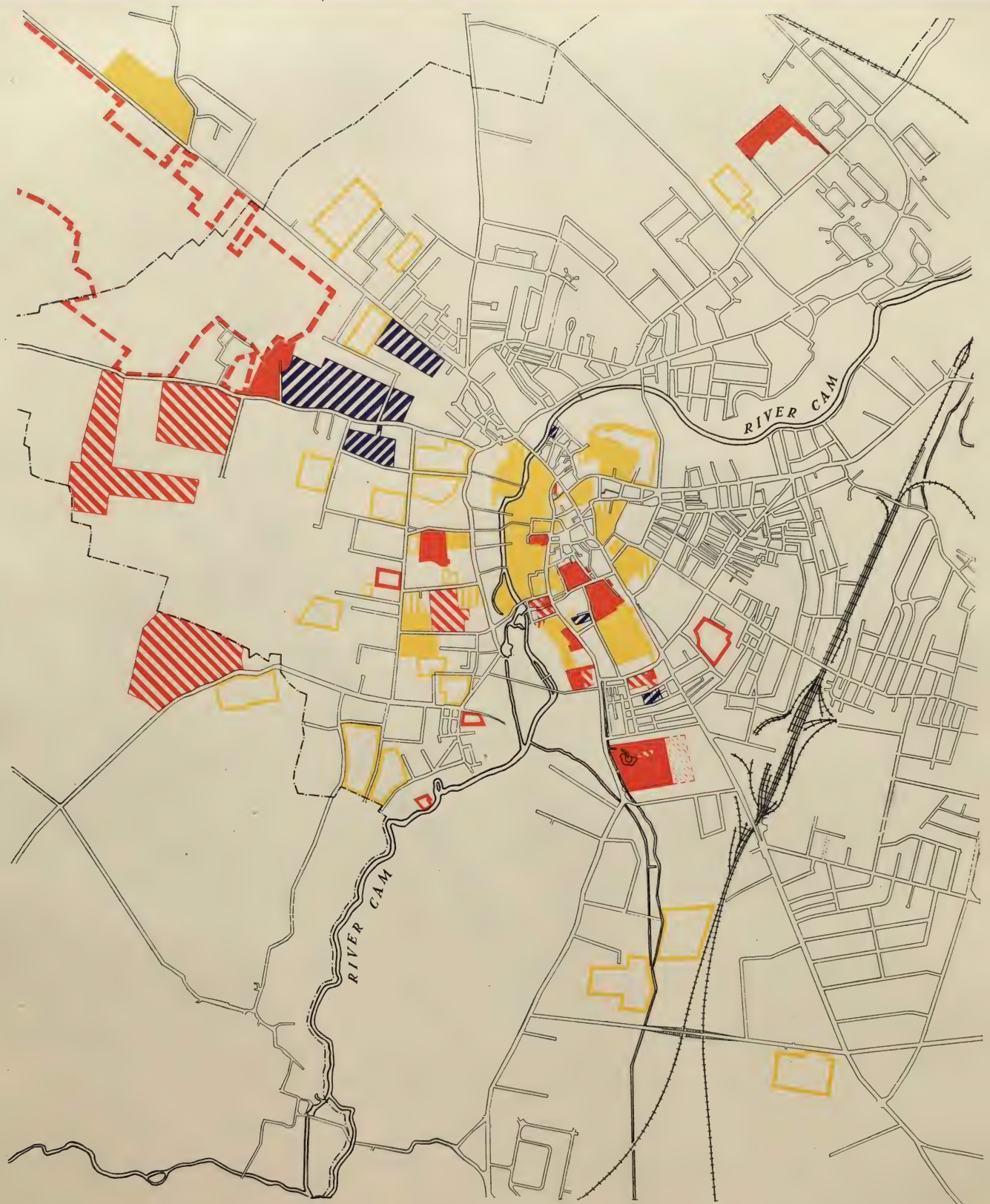
CAMBRIDGE

■ University Buildings
 BG. Botanic Gardens
 CH. County Hall
 H. Hospital









L. Library
 M. Museum
 MA. Market
 OFF. Offices

PO. Post Office
 STN. Station
 T. Theatre
 TH. Town Hall

UNIVERSITY TOWNS








FEET 0 1000 2000 4000 6000 8000 10000 12000 14000 16000 FEET

- | | |
|--|---|
|  Existing buildings in use for College purposes |  Existing buildings in use for University purposes |
|  Sites which the Colleges have in mind for extensions |  Sites which the University has bought or has in mind for extensions |
|  College playing fields |  University playing fields |
|  Sites proposed by the consultants |  University Farm property |

POSSIBLE SITES FOR UNIVERSITY AND COLLEGE EXTENSIONS



FEET 0 500 1000 2000 3000 4000 5000 FEET

-  Town and County shops
-  Town shops
-  Local shops
-  Hotels, Public Houses and Cafes
-  Cinemas and Theatres

1 A and 2 A Principal shopping centres. 1 B and 2 B Subsidiary shopping centres

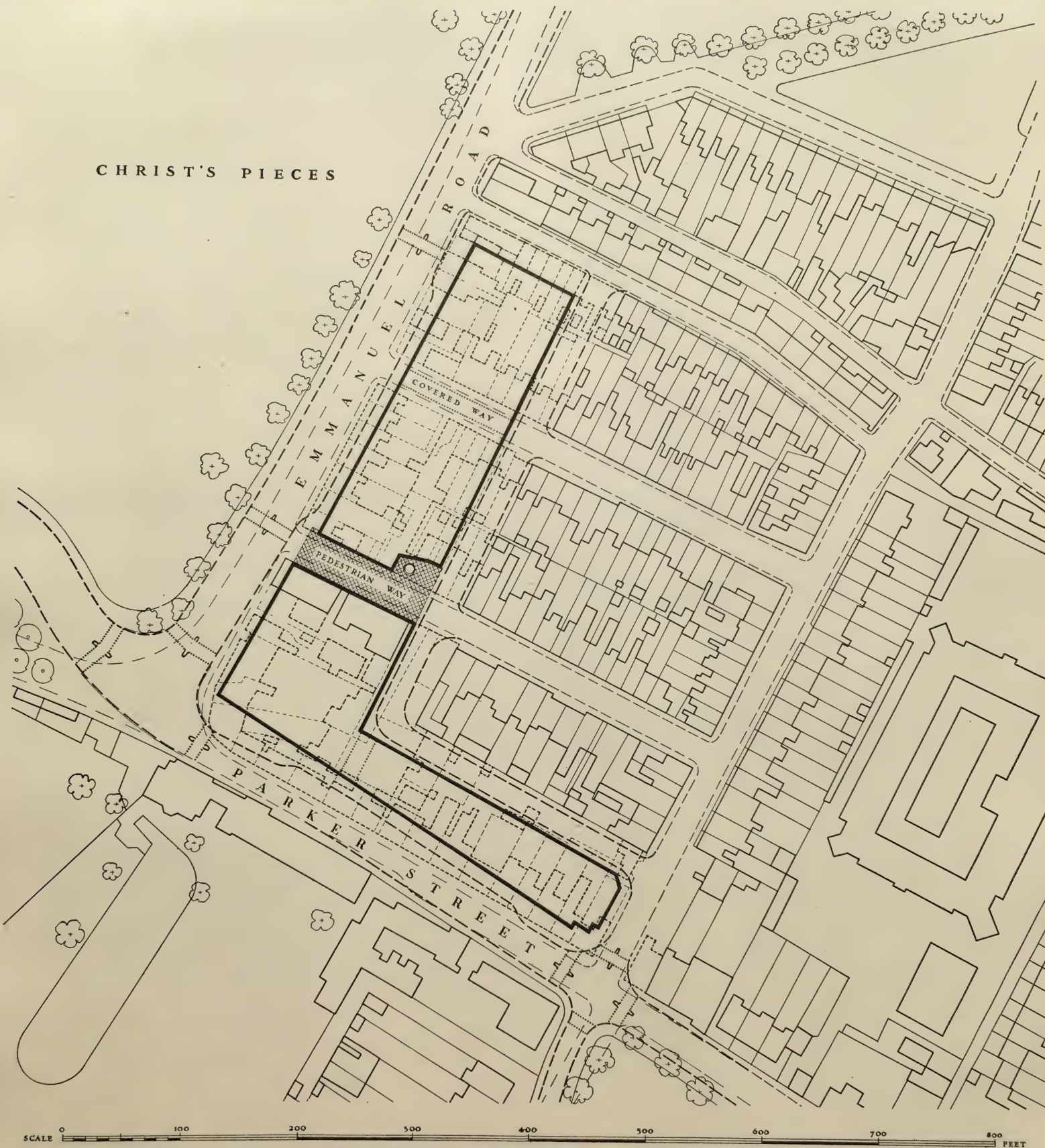
TYPES OF SHOPS NEAR THE CENTRE



Principal existing shopping centres outlined in a broken black line
Main road proposals outlined in red

POSSIBLE SITES FOR NEW CENTRAL SHOPS

CHRIST'S PIECES



- | | |
|---|---------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| ••••• Buildings and fences to be demolished | |
| - - - New road lines | — New building line |
| ○ New trees | |

A STUDY OF REDEVELOPMENT NEAR EMMANUEL ROAD

FIRST STAGE



SECOND STAGE



- Existing buildings
- Existing road line
- Buildings and fences to be demolished
- New road lines
- New trees
- Existing fences
- Existing trees
- New building line

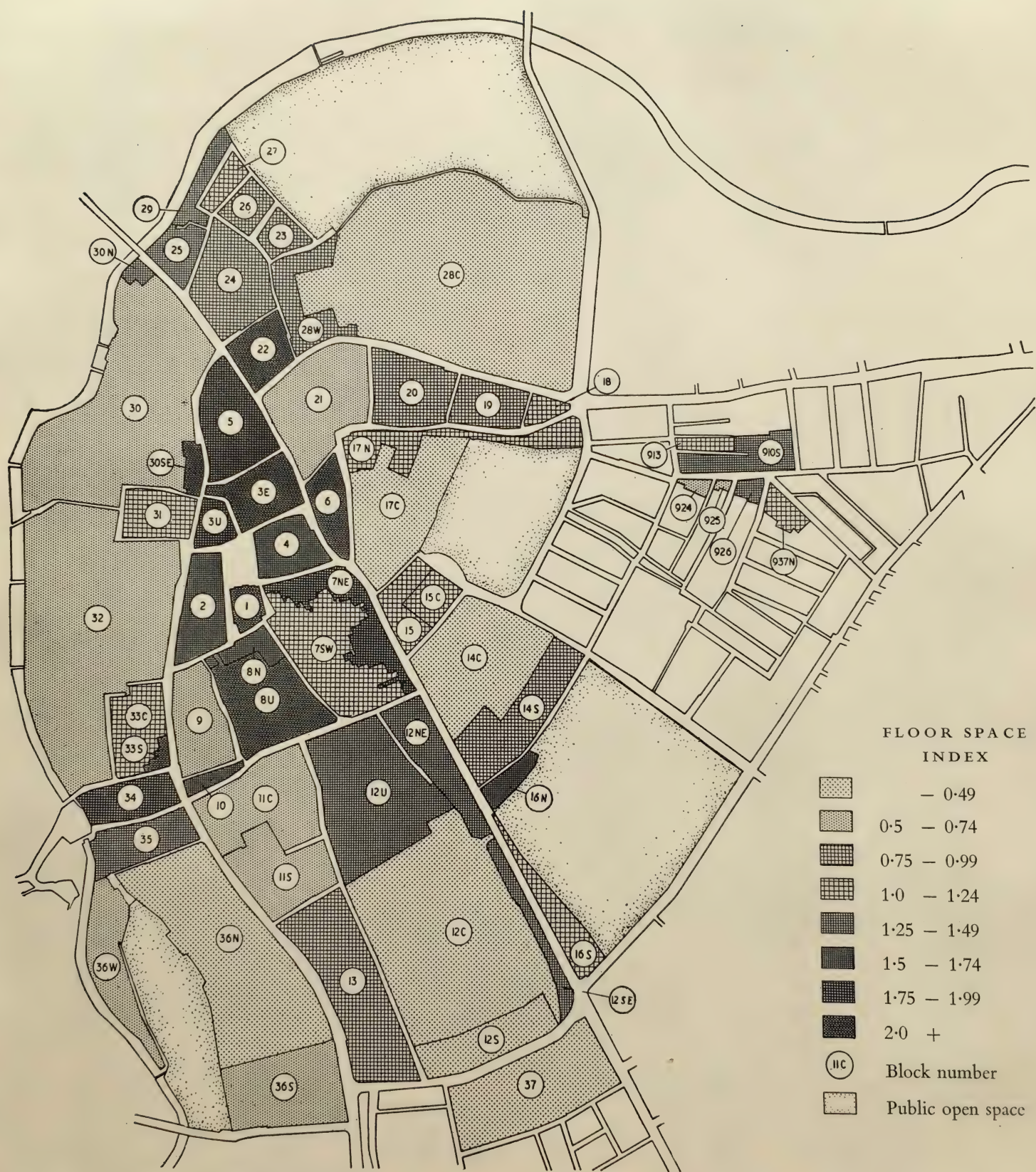




FIRST STAGE



SECOND STAGE



THIS MAP SHOWS COMPARATIVE DENSITY OF BUILDING BY GRADATED SHADING

BUILDING DENSITY IN THE CENTRE



MARKET HILL
 PETTY CURY WITH ADDENBROOKE'S HOSPITAL IN THE BACKGROUND

SIDNEY ST.

FORM AND HEIGHT OF BUILDINGS IN CAMBRIDGE

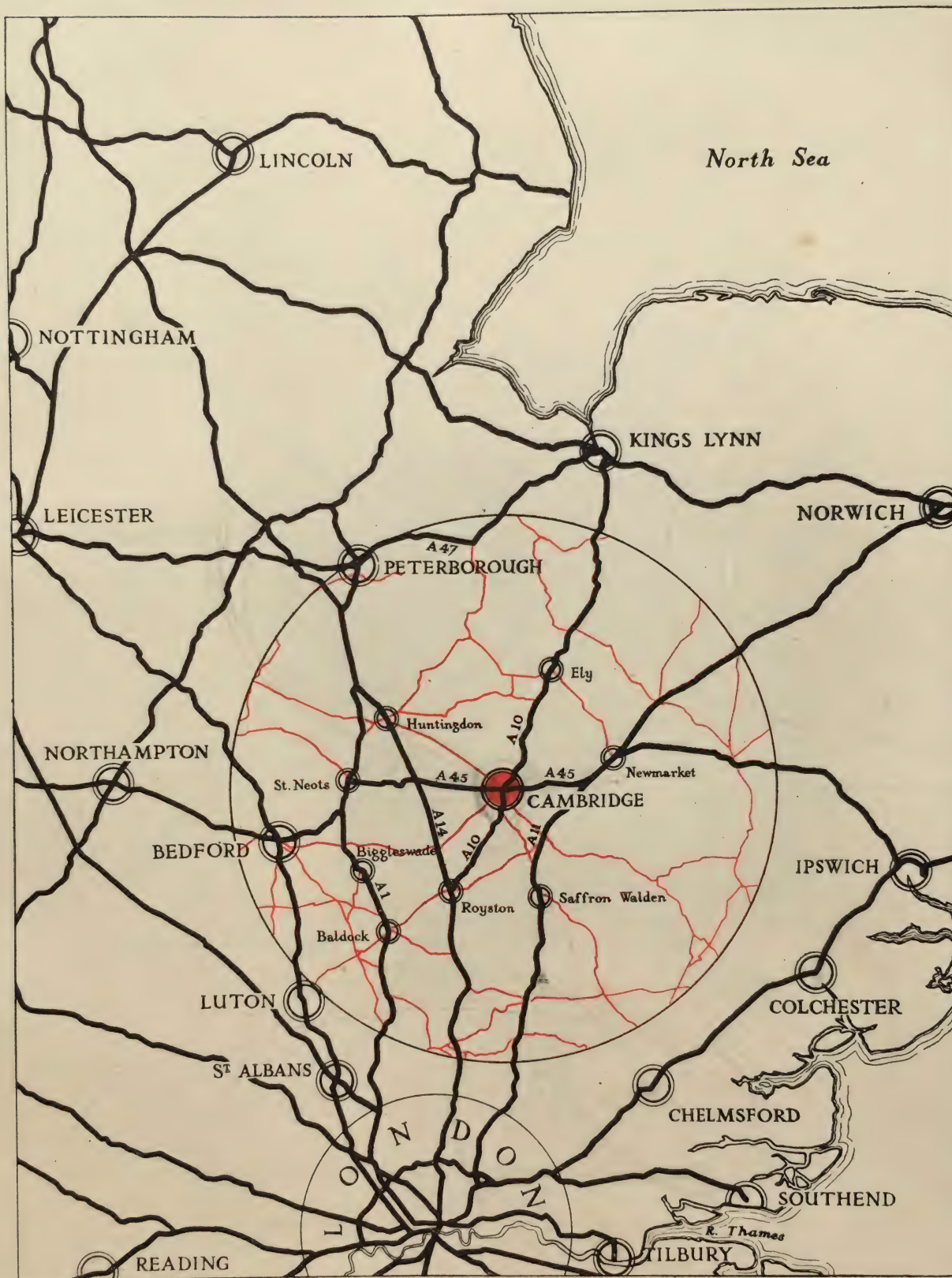
The drawing shows the present buildings in King's Parade and on the north side of Petty Cury. These may be taken as representative of the height and appearance of existing commercial frontages in the centre. Behind these frontages the outlines of four of the largest existing buildings near the centre have been shown to the same scale, in order to enable their height and mass to be compared with that of the average building.



ST MARY'S PASSAGE
 KING'S PARADE WITH THE UNIVERSITY ARMS HOTEL, THE FITZWILLIAM MUSEUM AND THE GUILDHALL IN THE BACKGROUND

ST EDWARD'S
 PASSAGE

BENET ST.

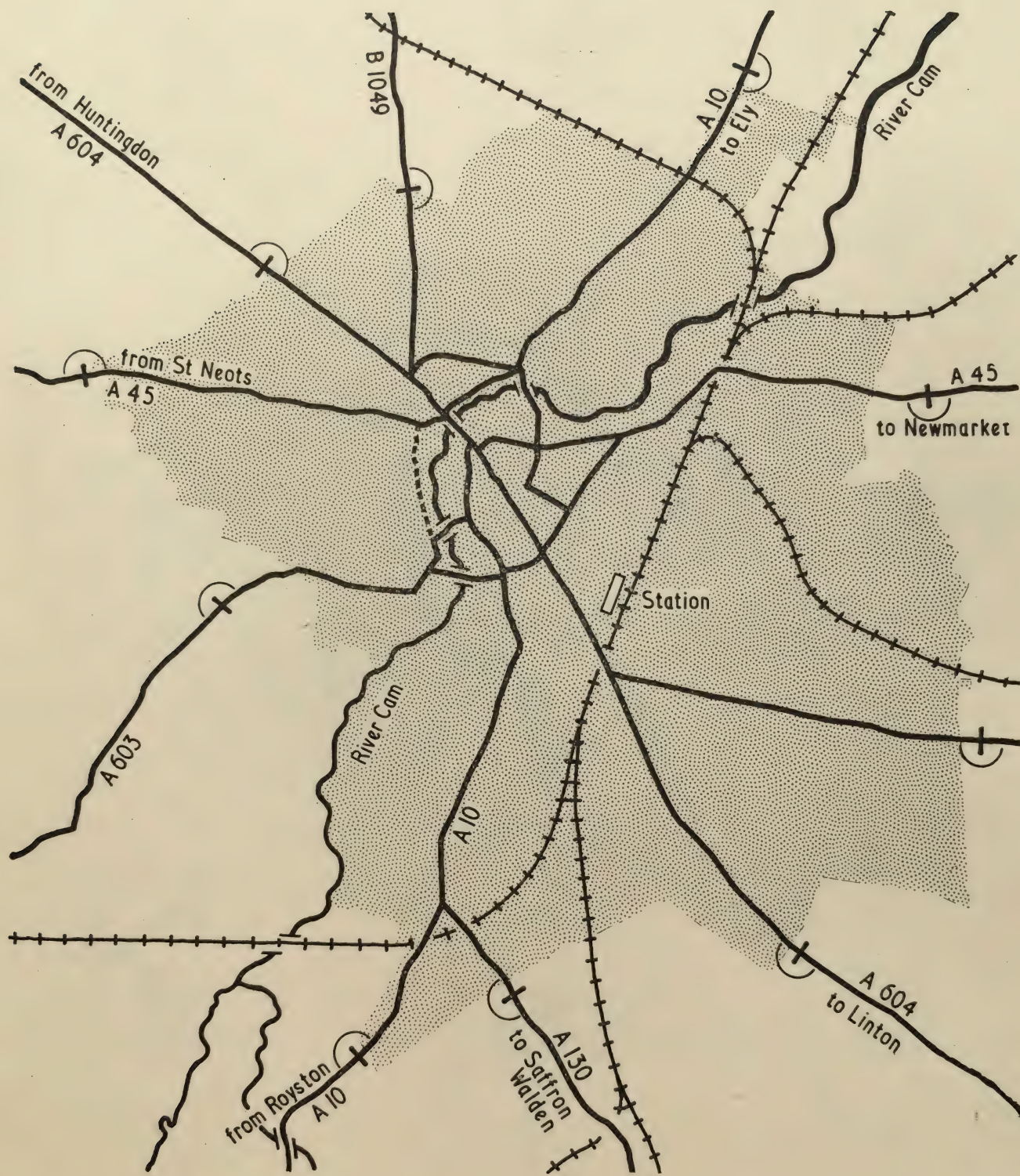


Miles 0 5 10 20 30 40 50 60 70 80 Miles

— Trunk roads

— First class roads
near Cambridge

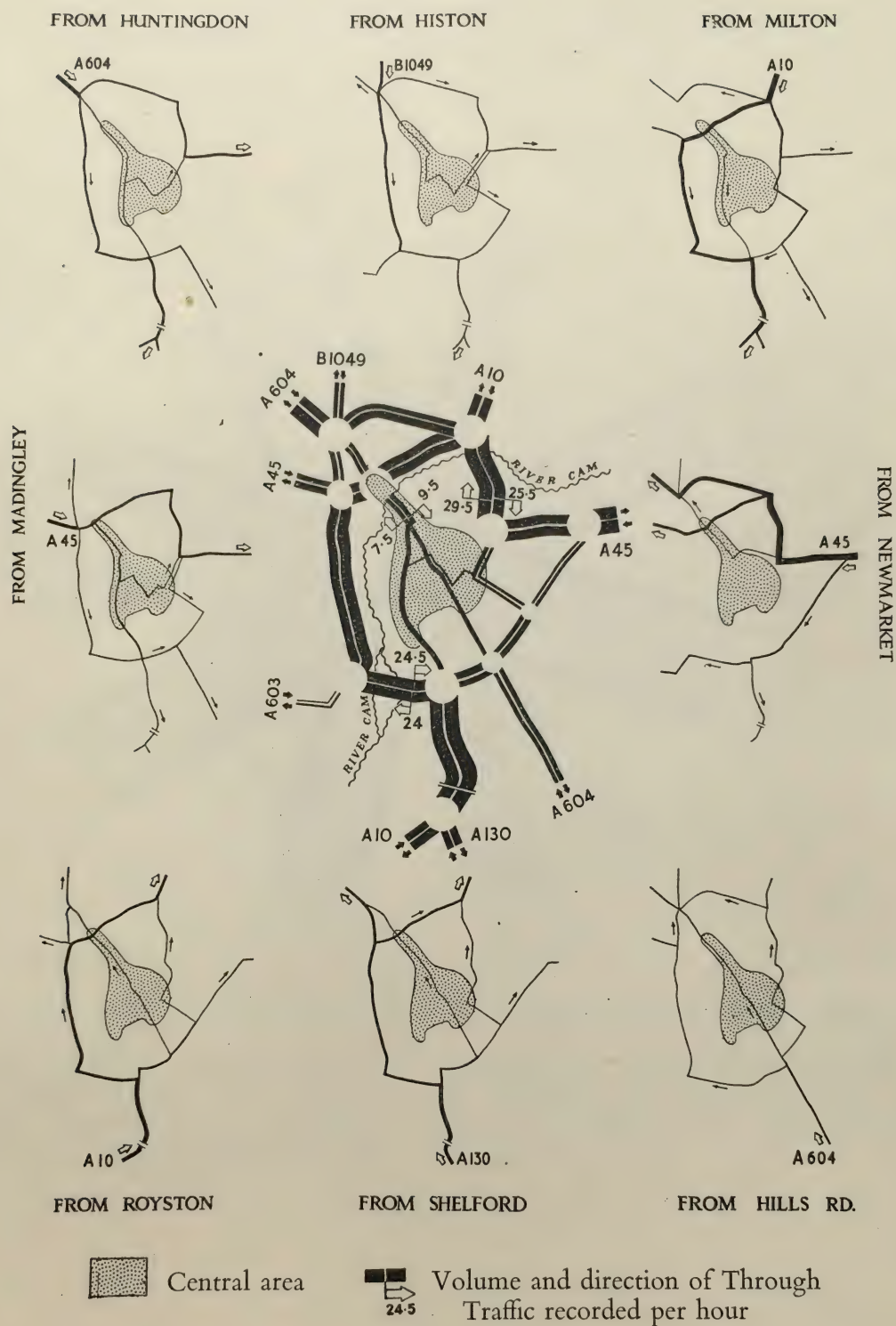
REGIONAL MAIN ROADS



Borough area

+
 Census points

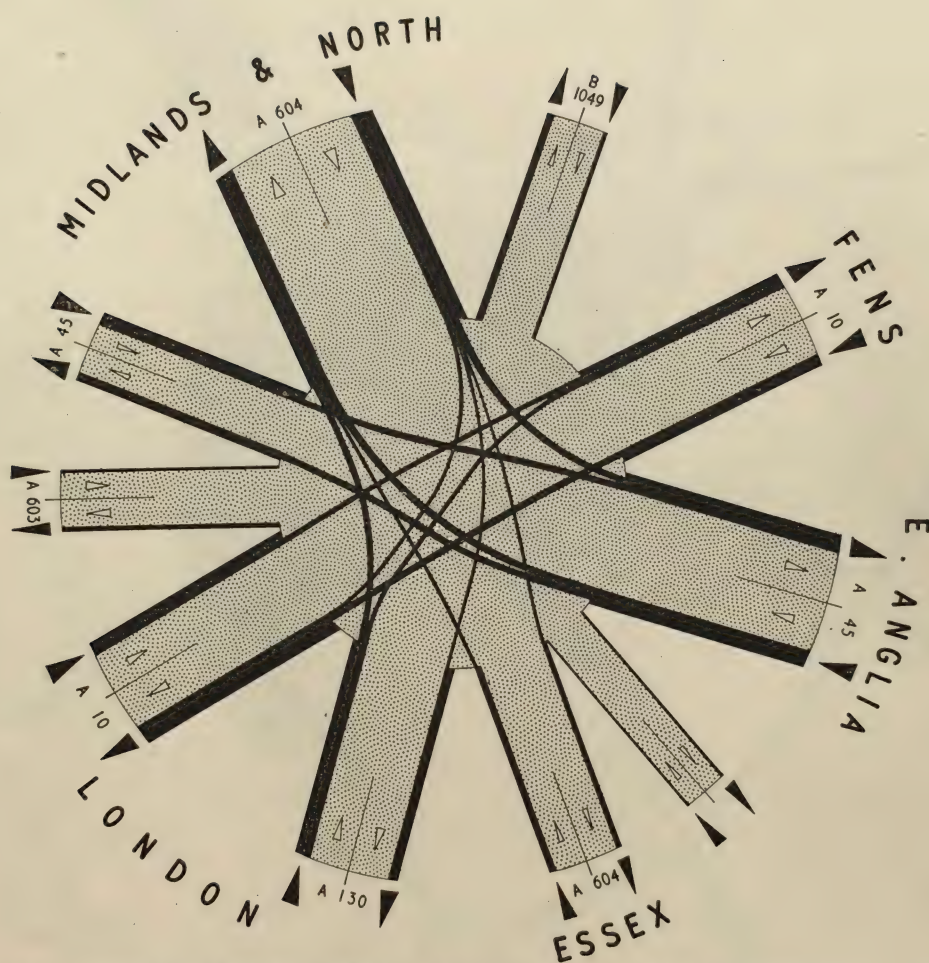
ORIGIN AND DESTINATION CENSUS POINTS



THROUGH-TRAFFIC ROUTES

The main diagram shows the relative amounts of Through Traffic on various roads. The eight small diagrams show how the Through Traffic, entering by the eight main roads, moves through the town and keeps out of the Central Area. The

sum of the small diagrams, plus a small amount of traffic from the two minor roads, forms the main diagram. The thickness of bands showing routes taken is proportionate to the amount of Through Traffic on those routes.



THROUGH, ORIGINATING AND TERMINATING TRAFFIC

This diagram shows the direction and volume of Through Traffic compared with traffic which starts from, or has its destination in, Cambridge. The widths of the bands representing traffic are

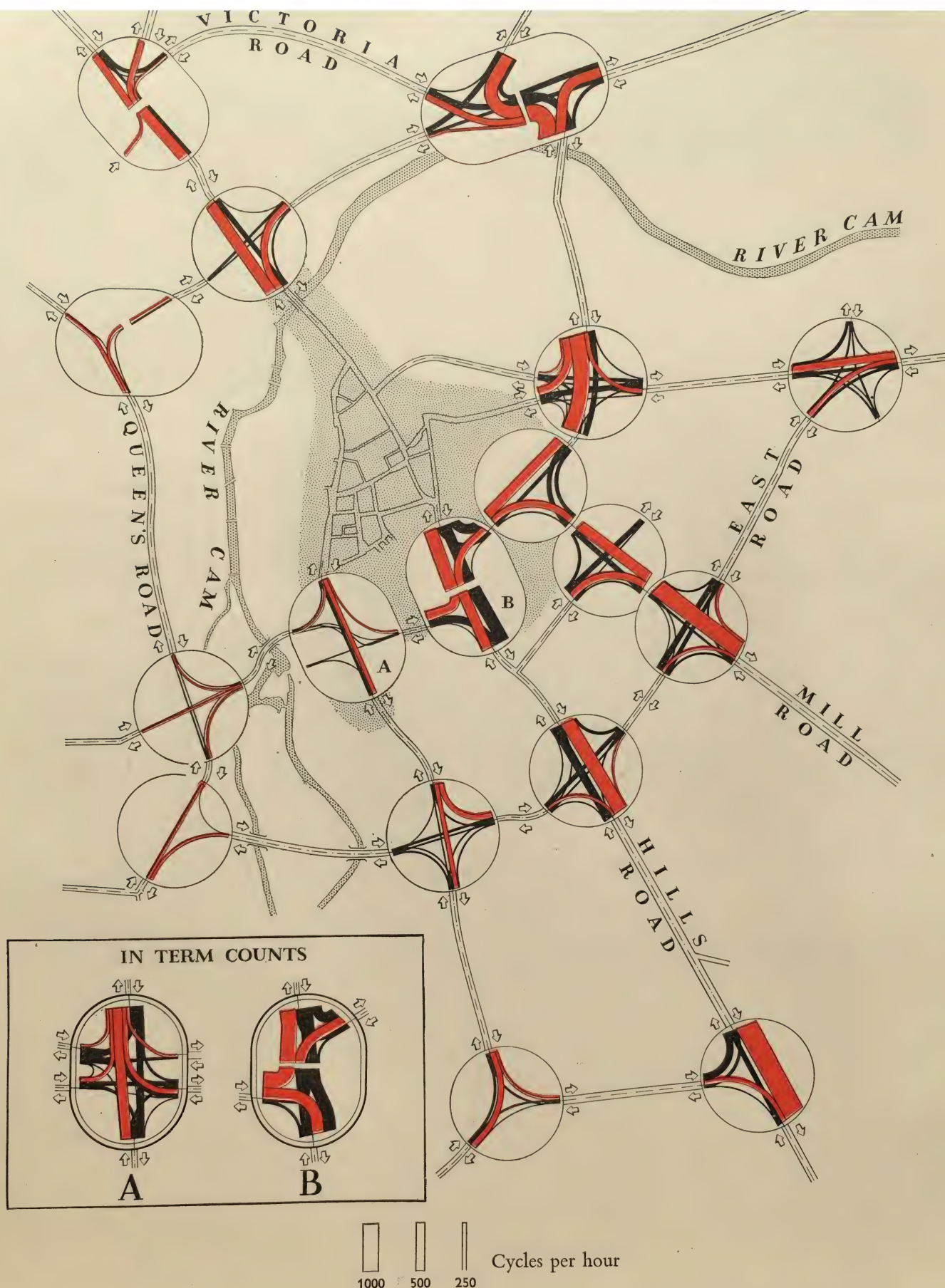
proportionate to the volume per day. No flow of Through Traffic has been shown which is less than 45 vehicles a day. (See Appendix Tables B and C.)



TRAFFIC LANES

This diagram shows widths of carriageways in and near the Central Area in multiples of 9 ft. traffic lanes.



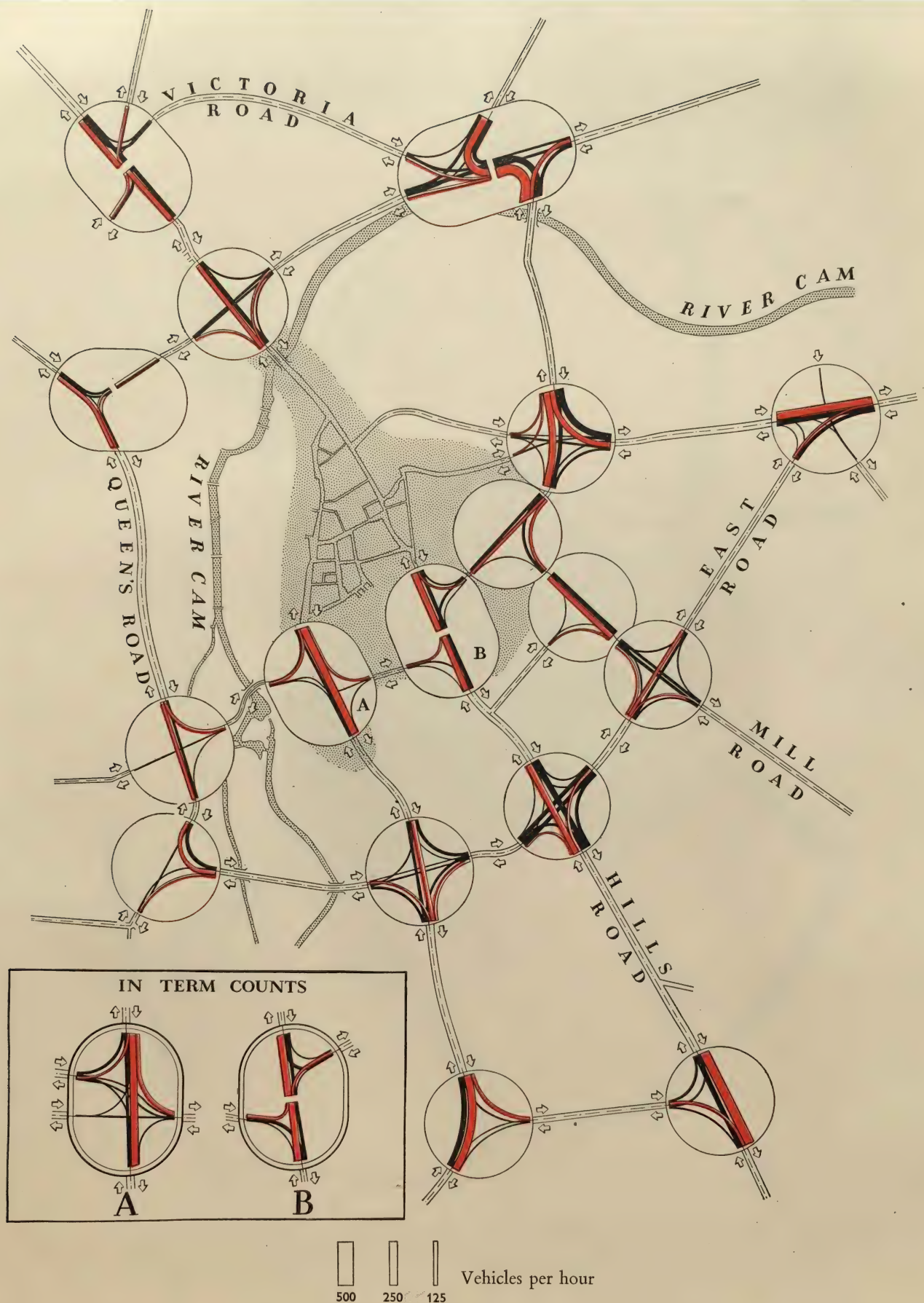


CYCLE-TURNING VOLUMES. LUNCH-TIME PEAKS

Thicknesses of bands are proportionate to volumes recorded. The heaviest flow into or from each junction is coloured red.

The counts in the main diagram were taken out of Term. The traffic at the two junctions most

affected by University traffic, (A) the Pitt Press junctions, and (B) the two junctions near Emmanuel College, was recounted in Full Term and the results are shown in the inset.



VEHICLE-TURNING VOLUMES. LUNCH-TIME PEAKS

Thicknesses of bands are proportionate to volumes recorded. The heaviest flow into or from each junction is coloured red.

The counts in the main diagram were taken out of Term. The traffic at the two junctions most

affected by University traffic, (A) the Pitt Press junctions, and (B) the two junctions near Emmanuel College, was recounted in Full Term and the results are shown in the inset.



CAR PARKING. SATURDAY P.M.

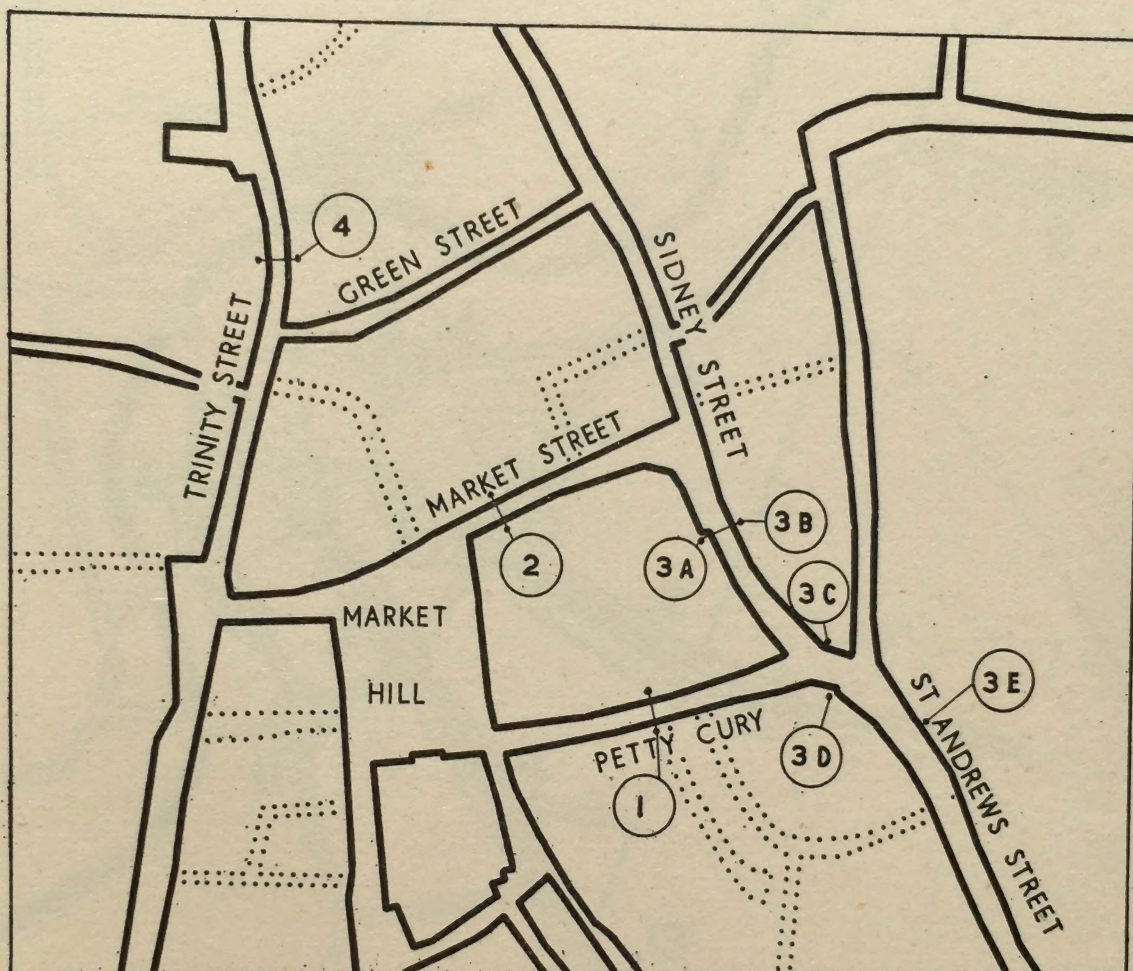
Showing vehicles parked between 2 and 3 p.m. on Saturday, 23 January 1949.



- Represents one cycle (30) ■ Represents a stack of cycles
 (45) Represents the number of cycles where they are too numerous to be appreciated from dots

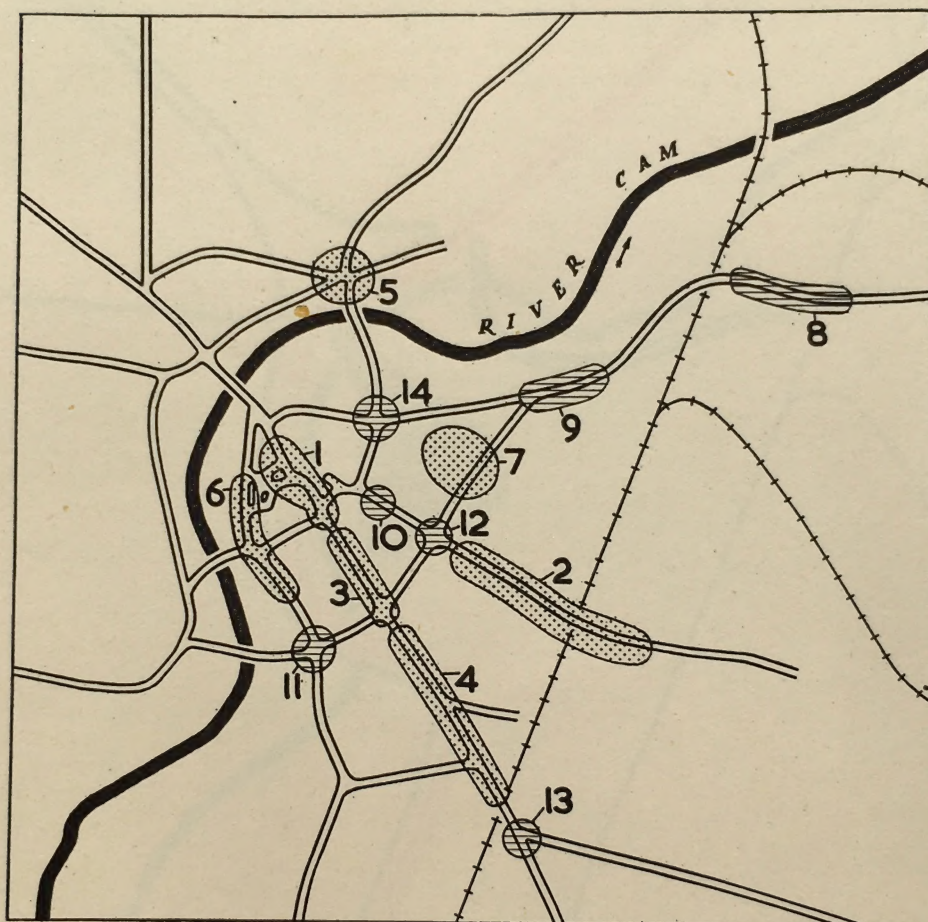
CYCLE PARKING. SATURDAY A.M.

Showing cycles parked between 11 a.m. and 12 noon on Saturday, 23 January 1949.



CENTRAL AREA PAVEMENT REFERENCE MAP

Numbered pavements are referred to in the text.

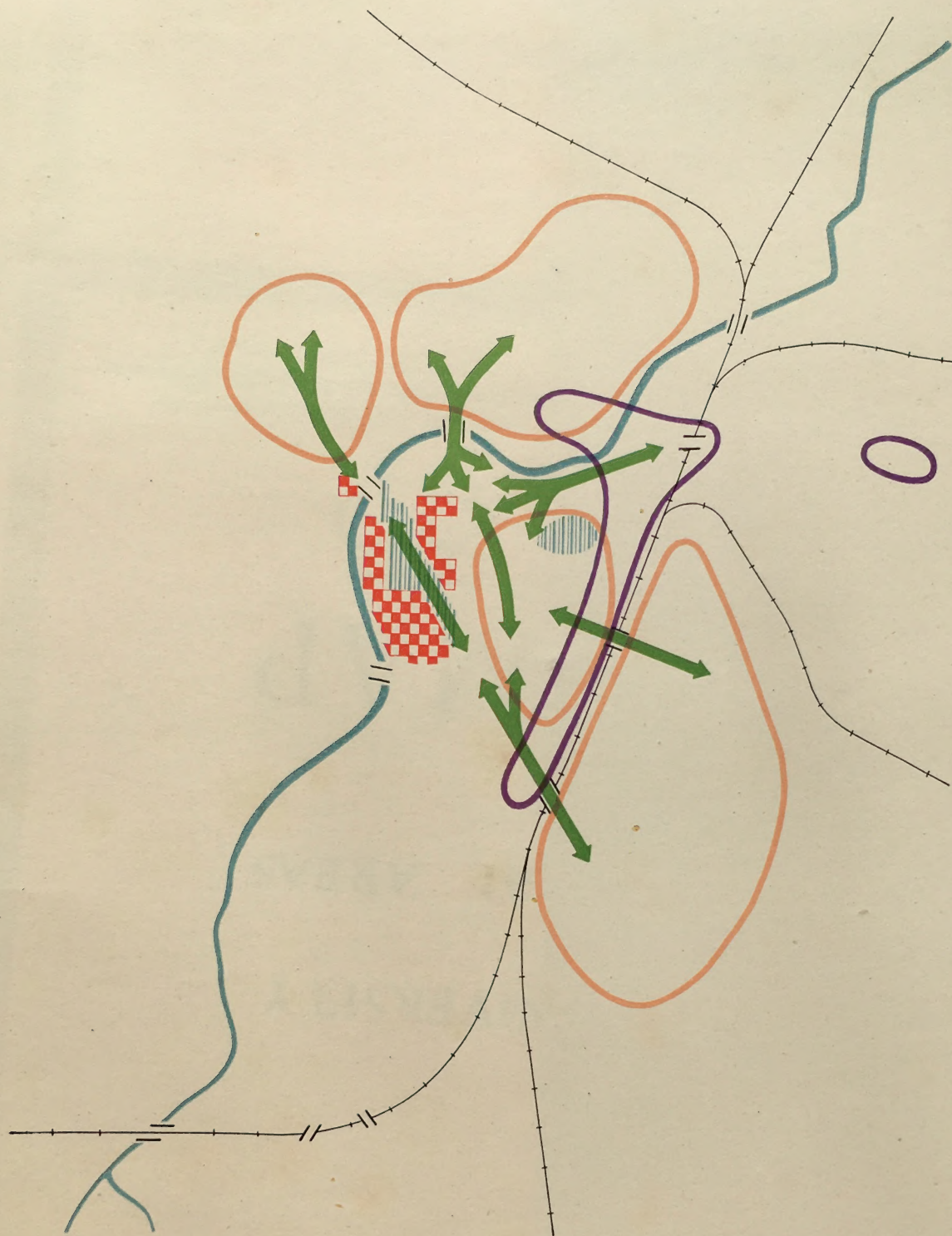


TRAFFIC ACCIDENT REFERENCE MAP

Areas shown are those where accidents are most numerous. Figures refer to comment in the text.



SUMMARY OF THROUGH TRAFFIC FLOWS



University



Industry



Commerce



Residential



Main local traffic flow

SUMMARY OF LOCAL TRAFFIC FLOWS